CENTRAL CALIFORNIA TRACTION COMPANY

TIMETABLE

31

EFFECTIVE SUNDAY, JULY 18, 1965

AT 12:01 A.M.,

PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

G. M. LORENZ
General Manager

W. O. Ross
Trainmaster

EASTWARD ↓		CENTRAL CALIFORNIA TRACTION COMPANY	WESTWARD	
Distance from Stockton		TIMETABLE No. 31 JULY 18, 1965	Capacity of sidings	Telephones and Jacks
Miles		STATIONS	Cars	
0.0	Yard Limits	**STOCKTON**		P.
		1.0		
1.0		FLORA	19	P.
		0.6		
1.6		SHOPS		P.
		2.4		
4.0		LANE	12	J.
		1.7		
5.7		FOPPIANO	13	J.
		2.3		
8.0		BLACKLANDS	23	P.
		1.5		
9.5		NORTON	15	P.
		0.3		
9.8		BEAR CREEK	8 Spur	
		0.6		
10.4		HAIGHT	12	
		0.6		
11.0		AMPERE	23	P.
		1.0		
12.0		KETTLEMAN		P.
		0.8		
12.8		**LODI JUNCTION**	19	P.
		0.6		
13.4		EASTSIDE	10	J.
		0.4		
13.8		POPE	40	
		0.4		
14.2		GUILD	50 Spur	P.
		0.2		
14.4		WOODLAKE	23 Spur	
		0.5		
14.9		CHEROKEE	15 Spur	P.
		0.2		
15.1		DOUGHERTY	18	
		0.9		
16.0		YOUNGSTOWN		P.
		1.0		
17.0		PELTIER	8 Spur	J.
		3.0		
20.0		KENEFICK	9 Spur	J.
		4.1		
24.1		HERALD	9 Spur	P.
		2.0		
26.1		CENTRALIA	12	J.
		4.2		
30.3		WALMORT	7	J.
		2.9		
33.2		WILTON	4 Spur	
		2.0		
35.2		SHELDON	30	P.
		5.5		
40.7		FLORIN ROAD	23	J.
		2.5		
43.2		FRUITRIDGE	7 Spur	
		1.1		
44.3		POLK	42	P.
		2.2		
46.5		COLONIAL HEIGHTS	7	
		1.2		
47.7		FAIR GROUNDS		
		1.4		
49.1		THIRTY-FIRST—X STS.	3 Spur	
		2.4		
51.5		FRONT AND X STS.		P.
		0.6		
52.1		**SACRAMENTO**		

Distance from Lodi Junction		**LODI BRANCH**		
.0	Yard Limits	LODI JUNCTION	19	P.
		0.6		
.6		PEARSON		P.
		1.0		
1.6		LODI	↑	P.

RULE A. Employes must have copy of Rules and Regulations of the Transportation Department effective December 8, 1947.

RULE M.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Location	Description	
Lodi	W. J. Robinson Co. spur	Side
Fair Grounds (2nd Ave.)	American Fuel & Material Co. spur	Side

At Haight, Costa shed, cars must not be spotted at east door, east of shed.

At Lodi, Pacific Fruit Exchange shed, cars must not be spotted at Door 1, Track 1. Look out for close clearance at west end of loading tracks.

Employes must not ride the leading footboard of engine in the direction of movement at any time.

Express refrigerator cars must not be handled coupled with other equipment except express refrigerators of the same general type around sharp curves at Lodi.

Mechanical refrigerator cars must not be spotted on Mumber lead, Twin Team, or Pacific Fruit Exchange tracks 1 & 2. Not more than one cushion-underframe car with extended drawbar to be handled in or out of Stokely Van Camp tracks 2 & 3, Lodi, at a time.

RULE 19. Is revised as follows:

Engines operating within yard limits must display markers to the rear by day not lighted and by night yellow lights to the front and red lights to the rear. When coupled to a caboose with or without cars, markers will be displayed accordingly to the rear of caboose in lieu of engine.

Headlights must be dimmed while moving within city limits of Stockton, Lodi, Sacramento by night. Engines working during daylight hours will keep their headlights burning brightly. Oscillating headlights on engines so equipped must be operated during stormy and foggy weather day and night, and must be operating approaching road crossings at grade both day and night under all conditions.

At Lodi, traffic lights at Central Ave. and Lodi Ave. are not connected with track. Trains must comply with their indications.

Trains and engines will be governed by the following instructions while moving across Cherokee Lane in the city of Lodi.

1. Train or engine operations across Cherokee Lane shall be made in accordance with the FLASHING RED traffic signals pre-empted by rail movements.
2. Trains or engines must not proceed across Cherokee Lane unless it is ascertained that the traffic signals are in operation.
3. If, for any reason, the traffic signals are not in operation, train or engine operations across Cherokee Lane must be flagged by a member of the train crew or other competent employee of the Central California Traction Company acting as a flagman.

The approach circuits that activate traffic signals in both directions of approach are located 250 feet east and west of the curb lines of Cherokee Lane. It is extremely important that engines or cars not remain standing on this circuit.

RULE 83. Train registers located at Shops, Lodi Junction, and Polk. All engines must register at these points.

SPECIAL INSTRUCTIONS

RULE 93. Is revised as follows:

Within yard limits engines may use main track without train-order authority and without providing flag protection against other engines. Engines must move within yard limits at reduced speed according to conditions, prepared to stop short of a car, engine, misplaced switch, derail, or other obstruction, or before reaching a stop signal. Where circumstances require, engines must be preceded by a flagman.

Yard limits in which the provisions of this rule will apply are established at the following points:

West MP		East MP
0.0	Stockton-Sacramento	52.1
Lodi Jct.	Lodi	End of branch

RULE 98. Railroad crossings at grade:

*Stockton, B St. and Weber Ave.—Southern Pacific R.R.
Hand throw derails on each side of crossing must be kept in derailing position except when movement actually being made.

Stockton—Stockton, Terminal and Eastern R.R.
If way is seen to be clear, engines need not stop but must not exceed 5 m.p.h. over crossing.

*Eastside—Southern Pacific R.R.

Herald—Southern Pacific R.R.
Engines must stop and ascertain way is clear before proceeding over crossing.

Sacramento, 19th and X Sts.—Western Pacific R.R.
Automatic interlocked. See instructions Automatic Interlocking.

Double tracks on X Street, Sacramento, are operated jointly with the Sacramento Northern Railway. Eastbound engines must approach beginning of double track at 31st and X Sts. prepared to stop if crossover is occupied.

Trains and engines moving from 19th Street to Alhambra Boulevard will run against the current of traffic on the eastward track. When moving against the current of traffic, display a lighted fusee on leading end of engine in direction of movement.

*Sacramento, Front and R Sts.—Southern Pacific R.R.
*—Engines must stop and be preceded over crossing by trainman with red flag by day or red light by night to protect against movements on the intersecting track.

RULE 103. When wigwags or bells are found inoperative, engines must stop and crossings be flagged by member of crew. When crossing protective devices are found not working properly, it must be reported from the first available point of communication.

Street or highway crossings:

Stockton-Hazelton Ave. and B St.—eastward movements.

Stockton-Wilson Way.

Stockton—When shoving cars ahead of engine in city streets or through Harris Manufacturing Co. plant, back up hose must be used unless signals can be seen or promptly conveyed to motorman from leading car at all times. On such moves conductor or trainman must ride leading car and at night display a white light in addition to such other protective measures as the situation requires.

Stockton—When shoving cars to Western Pacific transfer, trains must stop before crossing Union Street.

Eastside-Lockeford Road.
Engines must stop and be preceded over these crossings by trainman using red signals to stop highway traffic.

Polk-Power Inn Road.

S.P. Transfer under viaduct—When switching over this crossing protection must be provided against highway traffic by placing lighted fusees on each side of track in the approaching traffic lane before first movement is made over crossing.

Engines must stop at all arterial stop signs in Sacramento.

City ordinances in Stockton, Lodi and Sacramento require all engines within 100 feet of an intersection to stop immediately on the approach of any fire apparatus sounding siren, except they be at the time on or crossing an intersection, in which event crossing must be cleared and stop made.

Whistling posts are located ¼ mile in advance of crossings. Whistle signal 14(e) must be started at this distance and repeated if necessary so that whistle will be sounded as engine enters crossing.

RULE 104. Is revised as follows:

Trainmen are responsible for proper setting of switches and derails to be used by their train, and for their return to proper position after use, except where switch tenders are stationed, and, when practicable, enginemen must see that the switches and derails nearest the engine are properly set.

Southern Pacific interchange—Stockton. Switches are equipped with both SP and CCT switch locks. They must be left lined and locked in normal position except when cars to be delivered or received exceed capacity of the interchange track, in which case all cars must be left coupled through the switch or switches. CCT main track extending eastward 1200 feet from connecting switch is designated for accommodation of cars exceeding capacity of the interchange track.

AUTOMATIC INTERLOCKING

19th and X Sts., Sacramento—Western Pacific R.R. crossing—

Home signals 76 feet each side of crossing. Signals governing reverse movements over crossing located at curb line 76 feet each side. No distant signals. Trains or cars must stop before passing these signals when in STOP position.

Western Pacific dispatchers' telephone located in instrument house adjacent to crossing; door double locked with bar and CCT switch lock. In order to contact W.P. dispatcher press down talk button on handle of telephone instrument and blow steadily into mouthpiece for two seconds. White call light located on top of instrument house, when lit is an indication that W.P. dispatcher wishes to contact crews working in the vicinity.

When signals are in STOP position and reason is not apparent, contact W.P. dispatcher by telephone. If he advises no W.P. train is closely approaching operate CCT (SN) time release located in wooden box attached to signal governing reverse movements (one release for each track).

Train or engine must be standing within 100 feet of signal governing movement before release will operate.

To operate time release, push button in release box until red indicator lamp is illuminated. Thereafter yellow indicator lamp in release box will be illuminated either immediately or after lapse of 4½ minutes and is an indication that release has functioned and Western Pacific signals are in STOP position.

CCT signal should change to PROCEED. If it does not do so, car or train will move to a point clear of and about 15 feet from the crossing and stop. Member of crew will walk to center of crossing and make sure no Western Pacific train is approaching, after which movement over crossing may be completed.

If yellow indicator lamp is not illuminated after time release is operated and CCT signal does not clear, permission must be obtained from W.P. dispatcher before movement is made outlined in preceding paragraph.

White indicator lamp mounted on time release housing adjacent to instrument house, when illuminated, is an indication that W.P. dispatcher has lined the route for a movement on the Western Pacific.

When this lamp is illuminated and there is switching to be done at this point W.P. dispatcher must be contacted and, if necessary to avoid delay to W.P. train, crossing must be cleared until such train has passed.

If crossing is cleared to let W.P. train by, following will govern return movement over crossing:

1. If entire CCT train has pulled clear return movement will be in accordance with indication of signal governing reverse movement. This signal should change to PROCEED within a reasonable time if CCT train is occupying release circuit wthin 100 feet of signal. If it does not clear, time release must be operated and movement made in accordance with timetable instructions.
2. If portion of CCT train has been left west of crossing, signal governing reverse movement on eastward main track will not clear. If W.P. dispatcher has given permission for the movement, time release must be operated with release circuit occupied and yellow indicator lamp in release box illuminated to indicate that Western Pacific signals are in STOP position. Thereafter movement may be made in accordance with timetable instructions.

ROAD TRAIN AIR BRAKE TESTS

At points where a train is originally made up or train consist is changed other than by adding or removing a solid block of cars and train brake system remains charged:

1. After the air brake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive, but to not less than 60 pounds, indicated by gauge in caboose, and upon receiving the signal to apply brakes for test, a 15 pound brake pipe service reduction must be made in automatic brake operation, the brake valve lapped, and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gauge, after which brake pipe reduction must be increased to full service. Inspection of the train brakes must be made to determine that angle cocks are properly positioned, that the brakes are applied on each car, that piston travel is correct, that brake rigging does not bind or foul, and that all parts of the brake equipment are properly secured. When this inspection has been completed, the release signal must be given and brakes released and each brake inspected to see that all have released.
2. Brake pipe leakage must not exceed 5 pounds per minute.
3. During standing test, brakes must not be applied or released until proper signal is given.

At other points, before motive power is detached or angle cocks are closed, brakes must be applied with not less than a 20 pound brake pipe reduction. After recoupling and angle cocks are opened, air brake test must be made and it must be known that brakes apply and release on any cars added to the train and the rear car before proceeding.

SPEED RESTRICTIONS

Location	Restriction, m.p.h.
Maximum speed, all trains, 30 m.p.h.	
Stockton—within city limits	10
Fremont Street, from 150 feet either side over crossing, head end of train	4
over Stockton, Terminal & Eastern R.R.	5
between J. I. Case switch and Shops office, westward trains	5
on roundhead lead, Shops	4
Lodi—within city limits	10
Cherokee Lane, from 200 feet either side over crossing, head end of train	4
Woodbridge Road, Crossing #51-15.1	10
Grant Line Road, Crossing #61-35.2	10
Bradshaw Road, Crossing #61-38.4	10

Bridge 34-A, over structure	15
Sacramento—within city limits	10
around curve, 2nd Ave.	5
"Y" St. box lot track, through switch	4

SPEED TABLE

Miles per Hour	1 Mile in Min.	Sec.
6	10	
8	7	30
10	6	
12	5	
15	4	
18	3	20
20	3	
25	2	24
30	2	

ENGINE TONNAGE RATINGS

Between (Either Direction)	Engs. 25-26	Engs. 30-40-41
Stockton-Lodi	950	2000
Lodi-Polk	800	2000
Polk-Colonial Heights	450	1200
Colonial Heights-Sacramento	800	1500

STANDARD CLOCKS

Located at Shops and Lodi

Watch Inspectors:
W. K. Banks and Son
111 N. San Joaquin St., Stockton

COMPANY SURGEONS:

Dr. Leo D. Smith
1610 N. El Dorado, Stockton
Office Phone: 466-9663
Res. Phone: 462-3282
If no answer, call 466-6727

Dr. L. J. Petersen
Room 17, Cory Bldg.
School & Pine Streets, Lodi
Office Phone: 369-2534
Res. Phone: 369-3345

Dr. Arthur F. Wallace
917 Forum Bldg., Sacramento
Office Phone: 441-0259
If no answer, call 443-7461